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Contents for Week of January 6, 1941. Vol. XIX. No. 24.

1. War Targets in Germany: Two of Europe's Greatest Inland Ports
2. Italy's "Baker's Dozen" of Dodecanese Islands in the Aegean
3. "Front Line," for Australia and New Zealand, Is Southeast Asia
4. Marmarica, Italo-British Battlefield, Where Sahara Meets Sea
5. Batavia, the Amsterdam of the Orient

Photograph by Otho Webb

ENGLAND PONDERS DEFENSE FOR BRITISH SUBJECTS CONTINENTS AWAY

Among the Australians who share Britain's war problems are the 50,000 aboriginals, called "black-fellows" despite their chocolate brown color. English colonists found tribes of nomadic black-fellows ranging over Australia hunting with the boomerang. Among the strange birds found in Britain's far-southern Dominion are the brilliant flocks of eleven species of cockatoos. This sulphur-crested white cockatoo, like his parrot relatives, has been taught to talk (Bulletin No. 3).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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War Targets in Germany: Two of Europe's Greatest Inland Ports

Rhine Navigation Built Up Industrial Twins

MANNHEIM, or more fully Mannheim-Ludwigshafen, repeatedly attacked by British bombers, consists of twin river ports on opposite banks of the Rhine, which have combined into a great industrial and commercial center with nearly a half-million inhabitants. In the first World War also these ports were bombed by British aviators, objectives being the airplane factories and chemical works.

The sister ports are 354 miles up the Rhine from the Netherlands port of Rotterdam near the mouth of the river. Located at the junction of the Rhine and the Neckar, then at the head of Rhine navigation, Mannheim early began to develop as a shipping center (illustration, next page). First Mannheim businesses began building warehouses in Ludwigshafen, then harbor facilities.

Their present importance came after the establishment of rail connections with their hinterland, enabling them to serve the region westward to the French border and south into Switzerland and northern Italy, as well as their great trade area in Germany to the east. Handling such bulky river cargoes as coal, coke, grain, and petroleum, the double port grew up to be called the petroleum reservoir of south Germany and Switzerland.

Much of the heavy cargo imported up the Rhine to Mannheim-Ludwigshafen —especially coal, coke and petroleum—is consumed in production without adding to the bulk of manufactured exports, therefore barges have less bulk for downstream traffic, and local industry can profit by cheap river export rates.

Mannheim has about 25 miles of quays, over which pass motor cars, timber, flour, wine, sugar, tobacco, and a wide variety of Mannheim products. The population is about 300,000. Ludwigshafen has extensive chemical works, foundries, breweries, dye and munitions plants, flour mills, tobacco factories, sawmills, and other industries. The city itself dates from 1843, its harbor from 1896. It has a rail and passenger bridge over the Rhine to Mannheim, and a population of about 150,000.

Europe's Greatest Inland Port

HAMBORN-DUISBURG on the Rhine, recent objective of British bombers, has long been Europe's largest river and canal port beyond tidewater. It has owed its importance to its location at the junction of the Rhine and Ruhr Rivers, served by railways and canals of this mineral-wealthy region.

This city with the double name is really a quadruple port, comprising Duisburg, Hamborn, Ruhrort, and Meiderich. The town of Homberg—not to be confused with the greater port of Hamburg to the north on the estuary of the Elbe River—stands on the opposite bank of the Rhine from Hamborn-Duisburg, and shares to some extent in the volume of its river shipping. The cities have a combined population of 450,000 people.

Ruhrort had an independent existence for several centuries before it was attached by a hyphen to Duisburg in 1905. Duisburg in the middle of the past century had been a mere riverside village, but began to boom as a shipping center.

UMI

Photograph by Ewing Galloway

HAMBORN-DUISBURG, AT THE "CROSSROADS" ON THE RHINE, GREW INTO EUROPE'S BUSIEST INLAND PORT

Even before the first World War the shipping on the Rhine involved more tonnage than the entire American seagoing merchant fleet carried. More recently the Rhine "fleet" of steamers, tugs, and barges numbered 20,000 vessels, including thousands of long barges with quarters astern for captain and crew. The Rhine's tributary, the Ruhr River, is navigable for some 40 miles, with the aid of a dozen locks, and in times of peace an additional fleet of hundreds of shallower draft boats transports coal, iron ore, grain, lumber, and manufactured goods throughout its navigable reaches. Traffic from both rivers normally converges on the double-barreled port of Hamborn-Duisburg, spread for miles along the banks where the Ruhr empties into the Rhine. Hundreds of boats, in normal times, are loaded and unloaded daily without traffic jams, thanks to the highly systematic use of semaphores and signal flags, and berth there side by side, like box cars in a great freight yard. The port has been recently bombed by the British (Bulletin No. 1).

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Italy's "Baker's Dozen" of Dodecanese Islands in the Aegean

BRITISH blockade, the major war weapon England wields against continental Europe, is striking also against a remote Italian-ruled island group just off the southwest coast of Turkey. British forces based on the Greek island of Crete maintain that they have prevented passage of all Italian supply ships seeking to provision or strengthen the Italian-held Dodecanese Islands.

These strategic islands were seized in 1912 and fortified by Italy, despite their predominantly Greek population. They present a delicate problem in connection with British blockade. More than 120,000 of the approximately 141,000 people in this Italian-dominated Aegean archipelago, or about 85 per cent, are non-Italian—mostly Greeks. If the blockade should create a serious food shortage in the islands, the civil population of Greeks, though friendly to the British, would be the ones more likely to suffer than the Italian military garrisons.

Rhodes Once a Crusaders' Base

The largest single item of import into the Dodecanese Islands, in an average year, was food—grains, flour, macaroni and spaghetti, and meats. Agriculture is the principal occupation of the islanders, but they are not self-sufficient in grains and meats. The islands, particularly Rhodes (Rodi) and Cos (Coo), are famous for their delicious table grapes, as well as for oranges and other fruits, olives and olive oil, wines, tobacco, and vegetables. The lettuce of Cos is noted as far away as England.

These islands of Greek tradition are also Greek in name—Dodecanese meaning "Twelve." The sun-bathed "Twelve Islands" group of the ancients now includes the thirteen of the southern Sporades: Rhodes (Rodi), Patmos (Patmo), Cos (Coo), Calymna (Calino), Lerus (Lero), Nisyros (Nisiro), Telos (Piscopi), Symi (Simi), Astypalaea (Stampalia), Karpathos (Scarpanto), Casos (Caso), Kalki (Calchi), and Lipsos (Lisso).

Rhodes, in the south, is the largest, most fertile, most historic and, consequently, the most visited (illustration, next page). From within its medieval walls rise the delicate white tips of many minarets, the domes of mosques, the feathered tops of palm trees and the square roofs of Mediterranean houses. There are extensive remnants of its medieval glory, when the Knights of St. John made Rhodes their headquarters for crusades against the Moslems in near-by Palestine and Syria.

Includes the Biblical Isle of "Revelation"

Patmos, according to historians, was the home of St. John the Evangelist during his banishment. The visions in his Book of Revelation are said to have appeared to him on the site where now stands a great monastery dedicated to him.

Each island has its claim to fame. Kalki has many traces of an ancient Greek acropolis. Telos is famous for its caverns and ruins, salves, and herbal medicines. Symi is known for its expert shipbuilders and sponge divers. Karpathos, with its bold mountains, has silver and iron mines and gypsum quarries. On Cos, verdant and scenic, an ancient temple of Asklepios, the Greek god of medicine, bears witness to the healthful climate. Nisyros, small, round, of volcanic origin, best wooded of the Dodecanese, is noted for its hot springs. Calymna, land of honey, has the shadowy Cavern of the Seven Virgins. Lerus, flat and fertile, has the magnificent Bay of Lakki which the Italians have developed as an eastern Mediter-

UMI

The Ruhr Canal connected the two cities' harbors, which were 15 miles apart on the same side of the river. Their growth eventually encompassed the communities of Hamborn and Meiderich, the former taking part in a new name.

This is one of the seats of Germany's steel industry, with important chemical works, copper and zinc smelters, and other heavy industries as well.

Note: The Rhineland area of Germany is described in the following: "Cologne, Key City of the Rhineland," *National Geographic Magazine*, June, 1936; "What Is the Saar?", February, 1935; "Freiburg—Gateway to the Black Forest," August, 1933; "Hamburg Speaks with Steam Sirens," June, 1933; "Renascent Germany," December, 1928; and "Rediscovering the Rhine," July, 1925. This strategic area may be located on The Society's Map of Central Europe and the Mediterranean, which is available at 50c (paper) and 75c (linen).

Bulletin No. 1, January 6, 1941.

Photograph by Ewing Galloway

MANNHEIM-LUDWIGSHAFEN IS "END OF THE LINE" FOR MOST RHINE SHIPPING

The heavy barges which carry the bulk of Rhine shipping travel only as far as Mannheim-Ludwigshafen, where cargo for southern points must be transferred to smaller vessels or to trains. The railroads shown paralleling the river help in the distribution. The flour mill (right background) was photographed receiving a cargo of grain from a river barge.

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"Front Line," for Australia and New Zealand, Is Southeast Asia

KEEN British attention to Japanese moves in the vicinity of French Indo-China and the Netherlands Indies, in addition to being inspired by British possessions actually in that neighborhood, is augmented by concern for keeping the "front line" of possible Asiatic clashes a safe distance from the prize plums of Britain's Pacific holdings—the two Dominions, Australia and New Zealand, south of the Equator.

The Union Jack flies over many islands and island groups strewn across the Pacific—the Fiji, Solomon, Tonga, British Samoa, Gilbert, Ellice, and Phoenix Islands, and numerous others—some of which have strategic naval value as supply and fuel stations.

Nearly 9,000,000 British Subjects in Two Far-South Dominions

The British Commonwealth has a considerable stake in those wide-flung little island groups. But Australia and New Zealand involve the very vitals of the Empire, for from those two Dominions, in war and peace, there is a constant Britain-bound flow of wool, butter, cheese, eggs, meats, wheat, flour, sugar, wine, fruits, gold, lead, and zinc.

Australia, with about 7,000,000 people in an area a shade larger than the continental United States, is a land of vast cattle and sheep ranges and wheat fields measured by the hundreds of square miles; a region of gold and coal, of tiny villages of aboriginals and huge modern cities, of animals and birds as strange as their names—kangaroos and koalas, wallabies and duckbill platypuses, wombats and bandicoots, emus and kookaburras.

New Zealand, supporting about 1,600,000 people in an area equal to that of Colorado, lies 1,200 miles east and southeast of Australia. Its two main islands, with a north-south span of more than 1,000 miles, are rich and scenic, producing cattle and sheep (illustration, next page), dairy products, wool, grains, timber, and minerals. Its North Island is famous for spouting geysers, volcanoes, and thermal springs, while South Island, in its Southern Alps and mountain pasture lands, has a miniature Switzerland. Rainbow trout, introduced to its lakes and rivers, have thrived and provide superb sport.

Screened from Japan by Numerous Islands

Australia and New Zealand, surrounded by water, are blessed with the basic strategic advantage of having no land frontier shared with threatening, unfriendly neighbors. Hence the question of what foreign powers occupy surrounding island groups is all the more urgent in plans for Australian defense.

East of Singapore and Hong Kong, Great Britain's Pacific fleet may operate from naval bases at Sydney and Melbourne, in southeastern Australia, and at Auckland, in northern New Zealand. Outlying naval posts in addition have been established at King George Sound and Darwin, respectively situated in southwestern and northern Australia.

Darwin lies approximately 2,000 air line miles southeast of Singapore, with the Netherlands Indies naval base at Soerabaja, Java, roughly halfway along the route. Hong Kong lies some 2,600 miles northwest of Darwin, with the United States naval base at Manila three-fourths of the distance along that line. Auckland, New Zealand, and Sydney, at the center of populous and productive southeastern Australia, lie about 3,000 miles apiece south of the nearest outlying naval posts in the Japanese mandated islands.

UMI

ranean naval base. Astypalaea is almost two islands, whose waters hold some of the finest sponges in the world.

Roses, oleanders, hollyhocks, cyclamens, bougainvillea, hibiscus, wild poppies, anemones, asphodel and orchids abound. Rhodes (from the Greek for "rose") is famous for its flowers. Even in arid and rocky sections of the islands, porches and windows are laden with gay flower boxes and decorative plants. Myriad bees feast on the blossoms, and Dodecanesian honey rivals that of Greece's Attica.

Note: Additional descriptions and photographs of the Dodecanese Islands are found in "Ageless Luster of Greece and Rhodes" (duotone insert), *National Geographic Magazine*, April, 1938; "Ships from Dugouts to Dreadnoughts," January, 1938; "Souvenirs of Knighthood in Rhodes," December, 1933; and "Skirting the Shores of Sunrise," December, 1926. The Dodecanese appear on The Society's map of Classical Lands of the Mediterranean. This map, bearing historical annotations, is available at 50c (paper) and 75c (linen).

Bulletin No. 2, January 6, 1941.

Photograph by Melville Chater

MEDIEVAL BRITONS WERE ON THE INSIDE INSTEAD OF THE OUTSIDE OF DODECANESE DEFENSE

Rhodes, now the Italian capital of the Dodecanese Islands, was a medieval center of European resistance against the Moslems, and its solidly built "sea walls against religion" held off the rising tide of Moslem faith pouring out of Turkey. The British, now blockading the Dodecanese, were then among the knights of eight nations—the "Eight Tongues" from France, Germany, Auvergne, Aragon, Provence, Italy, and Spain as well—who defended the stout walls against Turkish attack. Visitors may still make a circuit of the old city by walking on top of the 14th- and 15th-century walls, where towers at intervals mark the gates.

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Marmarica, Italo-British Battlefield, Where Sahara Meets Sea

NO INVASION of Egypt from west to east, the direction in which the Italians started out before their recent repulse, has been successful in the past 950 years. The Egyptian frontier crosses a limestone desert plateau that menaces both attacker and defender—the little-known desert of Marmarica, a northward extension of Sahara's Libian Desert that reaches to the Mediterranean.

In Marmarica, armies of the Pharaohs fought Libian hordes, Roman legions fought native tribesmen, Fatimite forces fought Egypt's later Arab dynasties. Now the struggle between British and Italian troops to capture and recapture the North African coastal towns of Sidi Barrani, Salum, Porto Bardia, and Tobruch revives the ancient name, and is called the Battle of Marmarica in Italian accounts.

Ancient Romans Triumphed, Then Were Driven Out

Marmarica meant first victory, then defeat for the old Roman Empire. Antony presented the region temporarily to Cleopatra and her daughter. When the inhabitants, then called Marmaridae, rebelled, General Sulpicius Quirinius subdued them for Rome's triumphant Emperor Augustus between 6 and 4 B.C. But later barbarians, intent on pushing Roman legions off the map of Africa, backed the erstwhile empire-builders into the sea beside Marmarica. The infrequent pre-war visitors to modern Salum (illustration, next page) landed from coastwise steamers near where Roman triremes, filled with defeated legionaries abandoning Roman Africa, pushed off for the melancholy voyage of retreat back to Europe.

The term Marmarica now applies generally to a wide triangle of desert skirting the Mediterranean coast, extending roughly from the Golfo di Bomba in Cirenaica, Libia, almost to Arab's Gulf in Egypt, indented in the middle by the anciently important Gulf of Salum, where the modern Libian-Egyptian border reaches the sea. The desert triangle tapers southward to an apex at the fabled oasis of Siwa, some 170 miles inland, or nine days' travel by camel caravan. Its greatest east-west expanse covers about 400 miles. Some authorities restrict the name to apply only to the eastern reaches of Cirenaica's coast, adjoining Egypt.

To the ancients, Marmarica meant a mysterious wedge between Egypt and Cirenaica, inhabited along the coast by nomadic tribesmen who excelled in racing and medicine magic (especially for doctoring snake bites); peopled in the desert interior by the Lotus-eaters, whose diet magically deprived strangers of memory. The desert's name may have come from the Greek for "stone"—*marmaros*.

Desert Cliffs Make "Bottleneck" at Salum

Marmarica actually consists of two narrow "steps up" from the Mediterranean in the north and the broad flat stony platform of true desert 600 feet above sea level. Behind the row of beach sand hills along the seashore lies a coastal shelf, dotted with towns and grain fields. Rising abruptly from the coastal plain, the northern rim of the plateau is covered with enough vegetation after rains to pasture the nomadic Bedouin's flocks of sheep and camels, and to nourish fleet desert hares and gazelles. Along the rim appear such signs of human life as wells at 10-mile intervals, tombs of distinguished desert sheiks, Roman catacombs, and still functioning water cisterns built more than 1,600 years ago by the Romans.

South of that, however, the only traces of living creatures are two faint foot-wide tracks worn by millenniums of travel. Caravans have toiled northward across

UMI

From the United States naval base on Oahu, Hawaiian Islands, Sydney and Auckland are distant 5,100 and 4,400 miles respectively. From Pago Pago, in American Samoa, which has the best and most commodious harbor in the South Pacific and which is the southern post of the U. S. mid-Pacific air patrol line running north to the Aleutians, Sydney and Auckland are separated only by about 2,700 and 1,800 air line miles.

North of Australia sprawls huge New Guinea, ranking after Greenland as the world's largest island. A north-south boundary divides New Guinea almost equally between Netherlands territory in the west and British land in the east. Westward from New Guinea extends the vast screen of the Netherlands Indies interposed between Australia and the Asiatic continent and the Philippines. Eastward from New Guinea the British Bismarck Archipelago and Solomon Islands dot the sea lanes between Australia and the Japanese mandated islands to the north.

Note: See also "Where Nature Runs Riot" (Great Barrier Reef), *National Geographic Magazine*, June, 1940; "Australia's Patchwork Creature, the Platypus," August, 1939; "At Home on the Ocean," July, 1939; "Beyond Australia's Cities," December, 1936; "New Zealand 'Down Under'," February, 1936; "Capital Cities of Australia," December, 1935; "Tuatara: 'Living Fossils' Walk on Well-Nigh Inaccessible Rocky Islands off the Coast of New Zealand," May, 1935; "Shark-Fishing, An Australian Industry," September, 1932; "Koala, or Australian Teddy Bear," September, 1931; "Great Barrier Reef and Its Isles," September, 1930; "Seeing the World from the Air," March, 1928; and "Australia's Wild Wonderland," March, 1924.

Australia and New Zealand may be located on The Society's Map of the Pacific Ocean, which is available at 50c (paper) and 75c (linen).

Bulletin No. 3, January 6, 1941.

Photograph by H. Bridgman

NEW ZEALAND HIGH SCHOOLS CALL FOR HOME WORK ON THE RANGE

Since sheep-raising, for the export of mutton and wool to England, has become a basic industry of New Zealand, high school boys are encouraged to do home work on a life's-work basis, studying the problems which most of them will later encounter as adults. They recognize, for instance, that the Dominion has 22 times as many sheep as people, and that the annual wool export tonnage exceeds the combined weight of the country's human population. The boys of the New Plymouth High School, on North Island, were photographed learning to handle sheep at shearing time.

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Batavia, the Amsterdam of the Orient

WHEN The Netherlands fell under German control last year, Batavia, metropolis of Java, became one of the most important capitals in the world. The colonial capital of the Netherlands Empire shifted from The Hague and Amsterdam to Batavia. The new strategic significance of this capital city of the Netherlands Indies was heightened still more by the subsequent extension of Japanese influence southward into Indo-China.

Batavia, situated on the northwest corner of the densely-populated island of Java, is made up of four distinct sections, three of which sprawl in line along both banks of the Tjiliwoeng River. Tandjong Priok, the port of Batavia, lies about six miles northeast of the main part of the modern town.

City Grew Inland To Escape Swamps

Batavia's builders have so well adapted the architecture of their European homeland to the tropics that the city has much of the character, and all of the cleanness and order, of a Netherlands town. Yet, within a stone's throw of the dance floors of fashionable hotels, the teeming native populace goes its ancient ways in bamboo huts beside the placid canals that thread the city.

Old Batavia (or Lower Town) was built on reclaimed land close to the coast. When its swampy site proved unhealthful, the European population moved a few miles inland, early in the 19th century, and built a new residential town, naming it Weltevreden, which means "well content." (Recently this section has been officially renamed Batavia-Centrum.) Southern Weltevreden, with hundreds of beautiful bungalows along shady streets, merges into the suburban district of Meester Cornelis, which was formally annexed to Batavia in 1935. Today, more than a half-million people live in the four quarters of Batavia; of this total, less than a tenth are Europeans and Eurasians.

Whitewashed, up-to-date Tandjong Priok, apart from its position as the busiest port in the East Indies, has, after Soerabaja (also in Java), the strongest naval station in the Netherlands Empire.

World's Leading Market for Spice, Pepper, and Quinine

Batavia is the world's leading market for cinchona bark (source of quinine), spice, and pepper. Ships clearing Tandjong Priok carry away, besides these three specialties, thousands of tons of rubber, tea, coffee, sugar, sago, and copra, as well as oil transshipped from Sumatra. Batavia handles the bulk of the Netherlands Indies' normal annual trade of more than a half-billion dollars.

Old Batavia is a labyrinth of narrow streets and canals. Many of the original buildings display the brown-tiled roofs and diamond-paned windows of early Dutch colonial architecture.

The broad, straight Molenvliet Boulevard, with a canal down its middle, joins Old Batavia with Weltevreden, which is now the principal business, shopping, and residential section. In the new section, too, are found the hotels and clubs, the government buildings, and the European stores.

And here, perhaps of greatest interest, is the famous Pasar Baroe (New Bazaar). In this colorful shopping center, Chinese merchants in Western-style shops sell all household and everyday wares from shoes, clothing, furniture, and lampshades to books and stationery, cutlery, china, glassware, perfume, and the latest

UMI

Marmarica since the beginning of history to barter desert dates for salt and tea, and southward to Siwa's oracle. Alexander the Great made this journey.

Of the string of coastal towns rimming Marmarica on the north, Porto Bardia was most discussed during the World War, when it served as a German submarine base. A mile-long inlet there penetrates the coastline through narrows only 600 yards wide. Finding safe anchorage at this almost deserted landing place near the Egyptian frontier, the submarines harassed the British coastal patrols and smuggled arms to rebellious Senussi tribesmen, who attacked Egyptian frontier posts in the desert. The submarines also brought Turkish officers from Istanbul (Constantinople) to direct the Senussis' revolt. The native name for the little port is Mersa Burdi Suleiman.

In a quick double-pass starting before the first World War, the border strip between Libia and Egypt was transferred from Turkish to Italian rule and then to British authority inside the frontiers of Egypt. The port of Salum, at the head of the Gulf of Salum, was the coastal prize in this rapid shifting of frontiers, becoming an Egyptian instead of an Italian border outpost.

Salum was well known 2,000 years ago while Egypt was a Greek province, under the Greek name of Catabathmus Magna, or "the great descent." The northern rim of the Marmarican desert there drops in steep cliffs to the seashore, where a north-south caravan track from Siwa to the coast makes its steep descent.

Salum has been equipped with an airfield, a hospital, a school, electricity, telephones, and a distilling plant for water supply. The harbor received a pier 300 feet long, a small lighthouse, and a breakwater. Two government rest houses provide seven furnished guest rooms for travelers. Bedouin natives divide their time between their flocks and their small orchards of fig and olive trees. Greek residents dive for sponges off the coast and conduct a couple of shops where desert dwellers come to buy provisions, chiefly rice from the Nile delta.

Note: Marmarica is described in "Old-New Battle Grounds of Egypt and Libia," *National Geographic Magazine*, December, 1940. See also "Cirenaica, Eastern Wing of Italian Libia," June, 1930; and "Crossing the Untraversed Libyan Desert," September, 1924. This Italo-British battlefield may be located on the Map of Central Europe and The Mediterranean, obtainable from The Society's Washington, D. C., headquarters at 50c (paper) and 75c (linen).

Bulletin No. 4, January 6, 1941.

Photograph by A. M. Hassanein Bey

A "DEFENSE BOTTLENECK" SQUEEZES SALUM BETWEEN DESERT CLIFFS AND SEA

The flat-topped plateau of barren Marmarica drops in steep cliffs to the sea at Salum, so that the town can be subjected to firing from enemies on the cliffs above and from enemy vessels offshore as well. Both in the World War and at the beginning of Italy's 1940 attack, the British-Egyptian garrison withdrew from Salum because this double exposure made it difficult to defend. The danger of transporting supplies through this geographic bottleneck has been offered as one explanation for the failure of the Italian invasion of Egypt. Heavy winter rains rush down to the sea through deeply eroded *wadis*, or gullies (left background), dry in summer.

"swing" victrola records. The Chinese monopolize the cotton goods trade. But for silks, the housewife or tourist must go to one of the "Bombay shops" run by merchants from British India.

Traffic congestion is such a problem in the Pasar Baroe that not only is it a one-way street from early morning to late afternoon, but also, in order to give an equal chance to stores on both sides, cars must all park on the left during one week and on the right the next.

Visitors making the rounds of Batavia's sights usually include the old Town Hall, the so-called Portuguese Church, the Amsterdam Gate, the half-buried Sacred Cannon (supposedly a symbol of fertility), the old Salt Warehouses, the Fish Market, the Aquarium with its remarkable collection of tropical fishes, and the Catholic Cathedral with its three unusual open-work steel spires.

Air lines connect Batavia with Malaya, China, India, and (in settled times) Europe, as well as with Australia and New Zealand to the east. An excellent system of roads and railroads links Batavia with every other place of importance in the Island.

Note: Java and Batavia are described in "Through Java in Pursuit of Color," *National Geographic Magazine*, September, 1929. See also "The Greatest Voyage in the Annals of the Sea," December, 1932; and "The Columbus of the Pacific," January, 1927.

The strategic islands of the Netherlands Indies can be found on The Society's Map of the Pacific, which can be obtained at 50c (paper) and 75c (linen).

Bulletin No. 5, January 6, 1941.

Photograph by David J. Martin

BATAVIA'S RAMBUTAN MAN HAS SET TRANSPORT STYLES FOR PORTUGAL

Early Portuguese sailors, having seen Javanese street venders using such pole-baskets as these, are credited with having introduced the new style into Lisbon, where it can still be seen. Then Europe reciprocated with a transport note from the Occidental street scene—the trolley car (background). The bright red spine-covered fruit in the vender's baskets is the rambutan, a grape-flavored fruit similar to the lichee. Its name comes from the Malayan word for "hair"—*rambut*, because the long spines are hairy-soft.